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May 2015

A journal of transport timetable history and analysis



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Murray's Timetables and ABC

DUNCAN MACAUSLAN

In Conrad Smith's description of Lt Col Mansfield's Easifind timetable (The Times, September 2014) he quotes the Lt-Col's reason for not including Scotland was that "there is already produced the best of all existing timetables." Surely he can't have been alluding to the so called Murray's ABC Timetable?

Murray's ABC Time Table

Murray's ABC Timetable, colloquially known as *The Diary*, was published until 1966 and was of the type Mansfield attempted to replace. I remember it well as a child as the source of truth for rail trips of my childhood, a small pink card covered book 110mmx74mm with a single staple.

More recent investigation has proved that there were two diaries published each month:

- For Glasgow and West of Scotland
- For Edinburgh and East of Scotland

My Glasgow edition is for the period 2nd Jan until 4th Feb 1956, priced 4d (it had been 1d until soon after World War II) and uses a title font reminiscent of Paris's Metro. There are six advertisements on the cover, two of which are for products still famous in Scotland, Nairn's oatcakes and Barr's mineral waters still famous for their Irn-Bru (*Cover, bottom left*).

The contents page (*right*) indicates it as the 83rd year of publication and the 986th issue which would go back to 1863 and even allowing for missed war years doesn't get back to 1842 when Murray's was established.

Page three has the General Accident Fire and Life Assurance Corporation's coupon insuring the diary owner to £250 for benefits provided they were between 14 and 65. The benefits and conditions were 'as in the current Murray's Timetable'.

My Edinburgh edition (*cover bottom right*) is dated 3rd until 30th April 1961 and is priced 8d for 102 pages. It is issue 924 and in the 77th year of publication so it started around 1884.

It has the full insurance details on page 51 where my great-great aunt, already in her 90s, has signed the page just in case (*page 4, upper left*); somehow it seems to have stayed in my family's miscellanea for 53 years. The benefits had risen to £600 in five years or perhaps Glaswegians were valued less than residents of Edinburgh.

The Edinburgh cover has a more modern typeface and the advertisements include McVitie's digestive biscuits and Robertson's jams still found on supermarket

ROYAL HOTEL 106 SAUCHIEHALL STREET
GLASGOW
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MURRAY'S

EDINBURGH A B C TIME TABLE

(77th Year of Publication)
THOMAS MURRAY & CO., LTD.
PROPRIETORS AND PUBLISHERS, 90 MITCHELL STREET, GLASGOW, C.1
TELEGRAMS: "COMPILING, GLASGOW." Phone: CITY 7512

No. 924] 3rd until 30th APRIL, 1961 [Price 8d

Fares—The Fares shown are 1st and 2nd Ordinary Single unless otherwise indicated. Ordinary Return Tickets are issued to all places at generally double the Single Fare and are available for 3 Calendar months. The Fares are based on mileage and passengers are advised to enquire about return journeys by alternative routes, otherwise excess fare may be demanded for extra mileage travelled.

Early Closing Days are shown thus—T Tuesdays; W Wednesdays; Th Thursdays; F Fridays; S Saturdays.

The Pages in this book are compiled with as great care as circumstances will permit, but it must be distinctly understood that the Publishers do not hold themselves responsible for inaccuracies, either on the part of themselves or others.

Where 'a' occurs it denotes a.m. and 'p' p.m.
Where 'R' occurs it denotes Restaurant Car whole or part of journey
Complete Clyde Firth Steamer Service—
See Murray's Glasgow A B C Time Table.

Population of Edinburgh, 485,700

CONTENTS		PAGE	CONTENTS		PAGE
Air Services	-	94, 95	Hotel Guide	-	33 to 46
Calendar & Bank Holidays	-	35	Queensferry Passage	-	37
Cash Memorandum	-	52	Sun and Moon—Rise and Set	-	53
Edinburgh Bus System	90, 91		Tide Tables	-	36
Holidays and Fast Days	33, 92, 93		Trains from & to Edinburgh	5	89

BANK OF SCOTLAND

FOUNDED 1695

Branches Throughout Scotland

shelves today.

Both copies then provide an alphabetical list of towns and villages in Scotland, and some important places south of the border, starting with Abbeyhill (Edinburgh p5 only; *our page 4 upper right*), Aberdeen, Aberdour and so on to Yoker (Glasgow p97 only) and York. Whilst the diaries tell you where in Glasgow (Buchanan Street, Central or Central Low level, Queen Street and St Enoch) or Edinburgh (Waverley and Princes Street) to join the train and where to change if necessary they are of no use for travel between Aberdeen and Aberdour. Each table is headed with the early closing day for the destination, the distance, the route if needed, and the fares for single first and second class and day return

if applicable.

A few air services are given in both diaries such as Wick. The Glasgow ones departing from St Enoch Station with no further explanation, whilst the Edinburgh equally vaguely just indicate 'Edin Lev.' Presumably more details were given once the flight was booked.

As diaries should both books contain a calendar, local public holidays, sun and moon rises and sets, and tide tables.

In addition the Glasgow diary includes detailed timetables for the main suburban services: the Cathcart Circle (p98; *our page 5, top left*); Possil by Central Low Level to Rutherglen; and Springburn or Bridgeton to Partick and Hyndland. These are fol-

APRIL, 1961

COUPON-INSURANCE TICKET

(Applicable only within the United Kingdom)

General Accident

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Sir Stanley Norie-Miller, Bt., M.C., D.L., J.P.,
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To whom Notice of Claims under the following conditions must be sent within seven days of accident.

£600 WILL be paid by the above Corporation to the legal personal representative of any person who is killed by an accident causing material damage to the passenger-train in which the deceased was travelling as a ticket or pass bearing or fare-paying passenger, season-ticket-holder, or trader's ticket holder, or who shall have been fatally injured thereby should death, result within seven days after such accident.

PROVIDED that the person so killed had upon his or her person this TIME TABLE with his or her usual signature, written prior to the accident, in the space provided below, which, together with the giving of notice within seven days to the Corporation is the essence of this contract.

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lev.	Wav.	lev.	Abb.
6 0a	1230p	6 42a	1 30p
6 20†	1235	6 52†	1 36
6 30	1249†	7 23	1 45†
6 35	1 11	7 30†	2 1
6 40	1 45†	7 40	2 11
6 55	1 55	7 49†	2 21†
7 0	2 30	8 11	2 25†
7 15	3 3	8 15	3 13
7 25	3 42†	8 21†	3 21
7 56	4 30	8 41*	4 21†
8 0	4 35	8 51†	4 27
8 30	5 23†	9 21†	4 48
8 46	5 45	9 30	5 2†
8 53	6 2†	9 53	5 6
9 20	6 19	10 9	5 18
9 24	7 25	10 37	5 35†
10 25†	7 30	11 9	5 55†
10 30	8 25	11 15	6 2†
10 37	8 30	11 50	6 25
11 4	9 23	12 11p	7 15
11 25	9 49	12 21	7 19
11 30		12 58	8 19
12 10†		1 11	8 41
		1 15†	

ABERDEEN 159†M 1g via LARBERT & FORTH Single 50†, 33†g

PrSt	Aber	Aber	PrSt
lev	arr.	lev	arr.
6 50a	1140a	6 20a	1114a
9 20	1 45p	9 30	2 25p
1140*	3 31*	1130*	4 43*
1 8p	5 47	1 30p	6 28†
4 16†	9 2†	3 30	7 28
4 23*	9 2*	6 5	9 56
5 30*	10 55*		
1017†	3 20a		

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lev	arr.	lev.	arr.
4 6g	7 19a	6 10a	9 38a
8 5 5R	11 5	7 3 3R	10 30g
10 10g	1 27p	9 4 5R	1 6p
2 10p	5 27R	1 8 5p	4 41
5 9 8R	8 0	4 0 7 0g	
5 25p	8 52	5 45	9 6
7 9 10R	10 35	7 30R	10 53p

ABERDOUR W 17½ M 1g Single 5/8, 3/9 Day Return 7/3, 4/9

Wav	Aber	Aber	Wav
lev.	arr.	lev.	arr.
6 10a	6 43*	6 47a	7 13a
8 10	8 42	7 25	8 1
8 40	9 14	7 33	8 13
9 40	10 15	7 47	8 24
1040	11 13	8 38	9 10
1140	12 12p	9 46	10 17
12 10p	12 53†	10 47	11 19
1240	1 15	11 47	12 19p
1 10†	2 0	12 47p	1 21
2 40	2 15	1 47	2 19
3 10	3 12	2 47	3 19
3 10*	4 0*	3 47	4 19
3 43	4 15	4 47	5 21
4 10†	4 56	5 17	5 49
4 40	5 14	5 47	6 19
5 10	5 42	6 47	7 19
5 40	6 16	7 47	8 19
6 40	7 12	8 47	9 23
7 40	8 14	9 22	9 53
8 10†	9 0	10 37	11 9
8 40†	9 13*		
9 10	9 40		
9 40	10 14		
10 40	11 14		
11 20	11 50		

Sunday 4 6a 7 19a 8 30a 12 13p
7 30a 11 5a 4 0p 7 20p
7 15p 10 35R 7 0p 10 23p
7 30p 10 53g

* Sats only † Ex. Sats
‡ Mon only † Ex. Mon
g Pass Haymarket
H 2nd Class only
† Change Inverkeithing
& Change Dalmeny

Sunday 10 5a 10 37a 9 52a 10 28a
11 30a 12 5p 11 23a 11 58a
1 5p 1 37p 11 40a 12 18p
4 0p 4 32p 2 38p 3 13p
6 5p 6 37p 5 18p 5 53p
6 25p 6 57p 7 23p 7 58p
7 50p 8 21p 7 36p 8 10p
8 50p 9 26p 9 35p 10 9p

P Princes St. Station
via LARBERT
R Restaurant Car
V From Waverley Stn
Z To Waverley Stn.

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lowed by the trains from Glasgow connecting with Clyde steamers at Gourrock, Largs, Millport, Wemyss Bay or Craigen-doran to Brodick, Lamblash, Dunoon, Millport, Rothesay, Tarbert, and Tighnabruaich and other piers (p108). The destinations either being on the isles of Arran, Bute or Cumbrae or the remote western coast of the Clyde. In 1956 train and steamer trips were popular and during summer some were even used as commuter services. The journey by land to the Clyde's west coast is over 60km longer due to Loch's Long and Fyne incursions.

The Edinburgh diary's extras are the times for the Queensferry Passage car ferries crossing the Forth below the Forth Bridge (p37, our page 6, bottom left) and first and last times for the Edinburgh Corporation bus services (p90, our page 6, bottom right).

Neither of these would ever be considered the best for point to point travel. I had become aware from meeting Scottish timetable dealer Adam Gordon that there was a larger format book prepared by Murrays but had assumed it was only the ABC in an easier to read size. So when a Murray's Time Tables of similar vintage to the Easi-find serendipitously appeared on E-Bay I bought it.

Murray's Time Tables

Dated 11 July 1927, issue 1013, price 6d, paperback, glued and stapled, with expected pink paper covers, 165mm by 115mm, and 344 pages plus covers and foldout map. The title page (p5) indicates that 1927 was the 85th year of publication so it was first published in 1842, the year the Edinburgh and Glasgow Railway first connected Scotland's largest cities.

Pagination is unusual because where a railway timetable occupied one page for one direction and the facing page the other both pages were given the same number. Also when a table for one direction used two pages both were given the same page number. For example page 54 left hand side showed coastal services from Kilmarnock to Largs whilst page 54 right showed the reverse journeys (our page 7, top). Two opposite pages numbered 38 covered the St Enoch to Stranraer services until midday, and two numbered 39 continued to 3.15pm. However the next two were numbered 40 and 41 and the up services had a number per page. There are two pages 104 and one page 104A. The effect was that the last page number in the book was 296, not 344.

The contents of this book are vast:

- ◆ Almanac of day of year, sun and moon rises and sets, and high water tables (p1)
- ◆ Calendar, Bank holidays, school terms (p2)
- ◆ Directory of the officials of the LMS and LNE Railways. Sir Josiah Stamp is the

LMS's president whilst the LNER's Chief General Manager is Sir R J Wedgewood (p5, our page 7 bottom left)

- ◆ Index to Places including railway stations, with steamer and coach towns and villages in italics, containing places as far away as Algiers and Asia Minor. This index was critical to the book to enable the user to use the timetables (p6-13, page 6 on our page 7 bottom right))
- ◆ List of fairs (markets) including cattle, horse and sheep; fast days; factory and trades holidays for the month (p14-5)
- ◆ Motor car index marks - vehicle registrations indicated the County or Burgh Council issuing them e.g. SG and SF were issued in Edinburgh (p16-7). There was also an Irish index (p104A); one wonders why?
- ◆ Glasgow Corporation bus (p17, our page 10 top right) and tram (p29-32, our page 10, bottom left) timetables. The tram first and last times are listed in alphabetical sequence from outer terminals beginning at Airdrie and ending at Whiteinch.

5)

- ◆ LNER East Coast Route (p186-9)

Ireland

- ◆ Trains to and From Dublin (p191)
- ◆ Trains to and from Belfast (p192-3)
- ◆ Coleraine to Portrush (p193)
- ◆ Portrush, Bushmills and Giant's Causeway Tramways (p193; our p 11 bottom right))

This grouping had some interesting effects such as separating local services in Edinburgh and Glasgow. The ex-Caledonian Edinburgh suburban service to Leith (North) was on page 91, to Balerno and Barnton, the latter a branch off the Leith line, on page 92 whilst the ex-North British Edinburgh south suburban circle was on page 141 and their Leith, Granton and Corstorphine branches on age 159.

Map

Enclosed in the book's back cover was a 415mm by 330mm Murray's Railway Map of Scotland folded into 8 pages (our pp 7-8). Drawn by the Edinburgh mapmakers John Bartholomew, with an odd scale of 19 miles to the inch, the map shows railway, coach and steamer routes. The numbers beside stations do not refer to their page reference in the timetable but are the height in feet above sea level. A massive number of steamer routes are shown illustrating the Western Highlands and Isles dependence on them in the 1920s.

The back of the map includes:

a list of Scottish towns with their population and which of eight banks have branches in the towns;

a list for each weekday which towns have shop-keeper's half-holidays. To compensate for being open on Saturday afternoons most towns closed all their shops on one afternoon, usually Wednesday but adjacent towns did try to have different days. In Edinburgh the half-day was spread to:

- ◆ Fishmongers on Mondays
- ◆ Drapers and jewellers on Tuesdays
- ◆ Bakers, butchers, grocers, hairdressers and stationers on Wednesdays
- ◆ Glasgow and Edinburgh cab fares

A map of England- but really only the main lines to London as Wales and anywhere west of Birmingham and south of London were omitted.

A map of central Edinburgh strangely scaled in furlongs and showing, but not mentioning, tram routes. The horse tram route in High Street, unused since 1901 and probably removed soon after, is shown and unhelpfully Princes Street station, as used in all the timetables, is named Caledonian Station.

The LMS's fees and arrangements for passenger's luggage

Comparison

If indeed Mansfield was referring to a Murray's timetable then this appears to be it. It doesn't pretend to solve the same

problem as Mansfield probably because there were far fewer options available in Scotland for travel between towns. There is no Tabular Index nor, as mentioned earlier, table references on the map. Murray's combined the timetables of the five companies (CR, NBR, G&SWR, HR, and GNoSR) serving Scotland into one volume although by the time of this issue there were only two timetables, for the LMSR and the LNER. It wasn't until nationalisation in 1947 that the BR published a single Scottish Region timetable.

Murrays didn't even provide a combined timetable for the three main Glasgow to Edinburgh (spelled correctly as opposed to Mansfield's abhorrent "Edinboro") services. The LMS service via Shotts is on page 57 whilst the LNER via Bathgate (Upper) on p128-31 and that by Falkirk (High) on page 132. The Falkirk table refers to the Bathgate one but not vice-versa. The BR Scottish Region timetable of May 1948 contains a summary timetable.

There are other shortfalls in Murray's such as no details on transport in other major Scottish cities such as Perth, Dundee and Aberdeen, limited information on coach travelling on the isles even though they appear on the map such as Stornoway to Port of Ness on Lewis or Portree to Uig on Skye.

Despite this it is a fascinating publication and will keep me occupied for a while!

QUEENSFERRY PASSAGE
(Weather permitting)
From North Queensferry.
Mondays to Fridays—6.45 a.m., 7.15 a.m., 7.30 a.m., and every twenty minutes to 8.30 p.m., thereafter half hourly to 10.30 p.m. Last sailing 11.10 p.m.
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Sundays—7.30 a.m., 8.30 a.m. and half hourly to 9.30 a.m. then every twenty minutes to 8.30 p.m. thereafter half hourly to 10.30 p.m. Last sailing 11.10 p.m.

From South Queensferry.
Mondays to Fridays—7.10 a.m., 7.40 a.m., 8 a.m. and every twenty minutes to 9 p.m. thereafter half hourly to 11.30 p.m.
Saturdays—8 a.m. and half hourly to 10 a.m. then every twenty minutes to 8 p.m. thereafter half hourly to 11.30 p.m.
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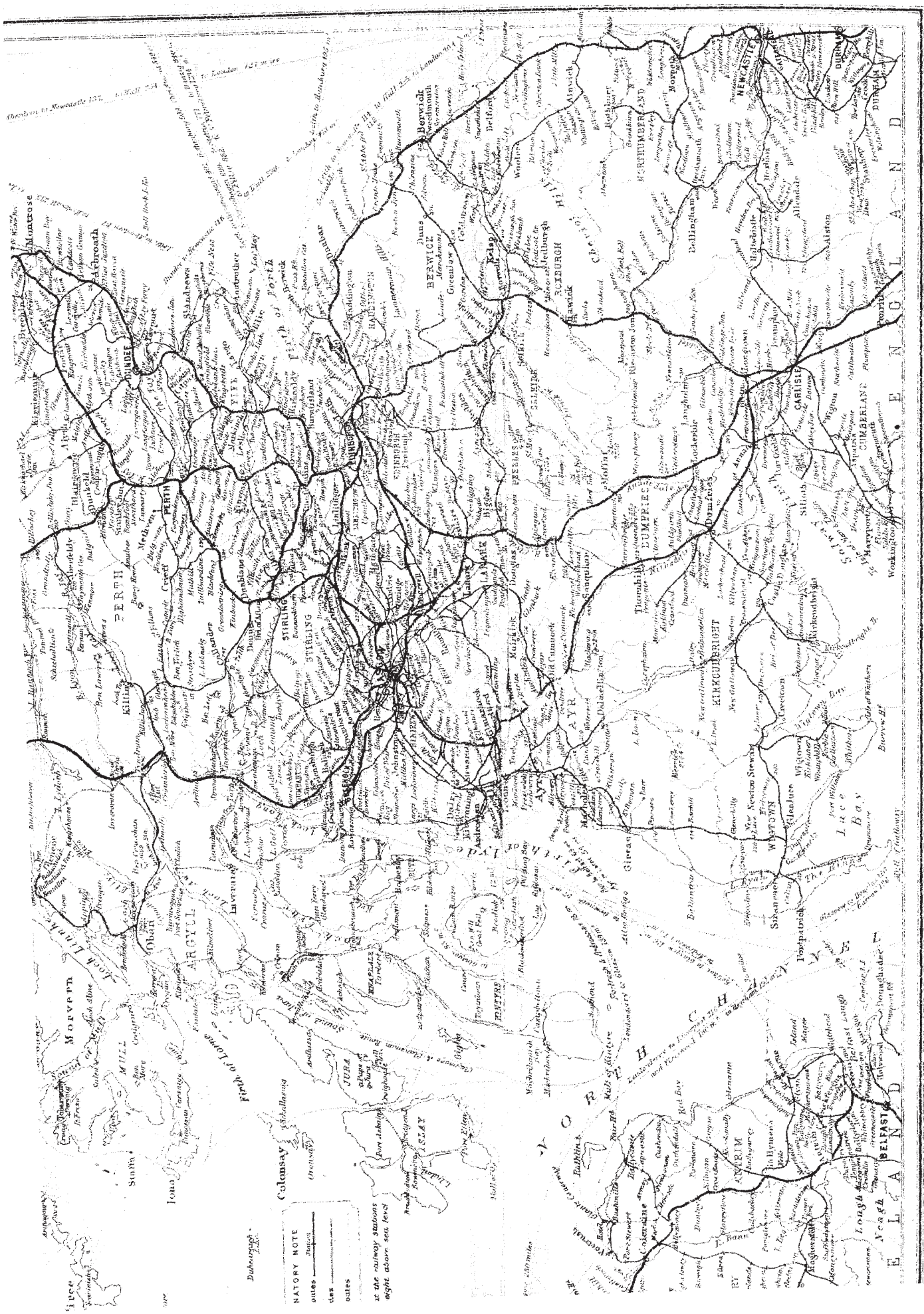
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STEAMER SERVICE TO CLYDE COAST

Trains leave	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.
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FACTORY NOTE
 routes
 lines
 routes
 at the railway stations
 eight above sea level

JOHN BARTHOLOMEW & CO. LTD. PRINTED
 19 MILES TO ONE INCH
 0 5 10 20 30 40 50

MOTOR CAR INDEX MARKS—Continued.

Table listing motor car index marks for various regions including Yorkshire, Lancashire, and other parts of England and Wales. Columns include region names and specific car models or identifiers.

All Motors with Letter I are registered under Ireland.

GLASGOW CORPORATION MOTOR BUS ROUTES.

Detailed text listing various motor bus routes such as Partick Cross and Maryhill, Knightwood (Baladhan Avenue) and Anniesland Cross, Kelvindale and Hope Street, Govan Cross and Moss Road, and Glasgow Street to Hillfoot.

GLASGOW CORPORATION TRAMWAYS. 29

Extensive text detailing tramway routes and schedules, including lines like Green Street, Glasgow Street to Hillfoot, and various routes through the city and surrounding areas.

LOCAL MOTOR SERVICES.

Alterations on these Services may be made without notice, and Patrons should verify before travelling.

Multiple sections detailing local motor services for Glasgow and Aberfoyle, Glasgow and Balfron, Glasgow and East Kilbride, Glasgow, Eastwood Toll, and Newton-Mearns, Glasgow, Muirhead, Chryston, and Bridgend, Glasgow to Balloch, Glasgow and Bellshill, Glasgow and Buchlyvie, Glasgow and Darvel, Glasgow, Clarkston, & Eaglesham, Glasgow, Coatbridge, Airdrie, and Clarkston (Airdrie), and Glasgow and Drymen.

STEAM FERRIES 205

Text detailing steam ferry services, including routes to North Alloa, Batcheshall (Argyllshire), Burntland and Granton, Connel Ferry, Dundee and Newport, Erskine (River Clyde), Kessock (Inverness), Kincairdine and Higginneuk, Kyle of Lochaleah, and Queensferry (North) and Newalls (Tide).

RAILWAY TIME TABLES

ESTABLISHED 1842.

EXTD. AT STATIONERS HALL.

From 11th JULY, 1927.

IMPORTANT NOTICE.

All Connections shown in this Medium are compiled on the assumption that Trains and Steamers are running to scheduled time, but same are not guaranteed.

Workmen's Trains with only 3rd Class accommodation are shown herein, but are not specially indicated as such, and passengers are therefore recommended before taking out Tickets to ascertain the class of accommodation available.

TICKET ARRANGEMENTS.

Ordinary Tickets are only valid for TWO Calendar Months. WEEK-END TICKETS at approximately Single Fare and a Third are issued on Fridays by Trains leaving at 12 noon and before 5 p.m. (Minimum Fare, for 3rd Class) and at or after 5 p.m. (Minimum Fare, 10s. 3rd Class); also on Saturdays (Minimum Fare, 8s. 3rd Class); and are valid for return by any Train on Sunday after 6 a.m., till Monday before 12 night. FIRST CLASS WEEK-END TICKETS are issued at Single Fare and One Third between the same points as Third Class Week-End Tickets. For Particulars inquire at the Booking Offices.

GLASGOW TO RENFREW.

Station	Time	Time	Time	Time	Time	Time	Time
Glasgow (Central)	7.40	7.20	7.20	7.20	7.20	7.20	7.20
Edinburgh (Princes St.)	7.45	7.25	7.25	7.25	7.25	7.25	7.25
Leith	7.50	7.30	7.30	7.30	7.30	7.30	7.30
Wallsend	7.55	7.35	7.35	7.35	7.35	7.35	7.35
Howden	8.00	7.40	7.40	7.40	7.40	7.40	7.40
Howden	8.05	7.45	7.45	7.45	7.45	7.45	7.45
Howden	8.10	7.50	7.50	7.50	7.50	7.50	7.50
Howden	8.15	7.55	7.55	7.55	7.55	7.55	7.55
Howden	8.20	8.00	8.00	8.00	8.00	8.00	8.00
Howden	8.25	8.05	8.05	8.05	8.05	8.05	8.05
Howden	8.30	8.10	8.10	8.10	8.10	8.10	8.10
Howden	8.35	8.15	8.15	8.15	8.15	8.15	8.15
Howden	8.40	8.20	8.20	8.20	8.20	8.20	8.20
Howden	8.45	8.25	8.25	8.25	8.25	8.25	8.25
Howden	8.50	8.30	8.30	8.30	8.30	8.30	8.30
Howden	8.55	8.35	8.35	8.35	8.35	8.35	8.35
Howden	9.00	8.40	8.40	8.40	8.40	8.40	8.40
Howden	9.05	8.45	8.45	8.45	8.45	8.45	8.45
Howden	9.10	8.50	8.50	8.50	8.50	8.50	8.50
Howden	9.15	8.55	8.55	8.55	8.55	8.55	8.55
Howden	9.20	9.00	9.00	9.00	9.00	9.00	9.00
Howden	9.25	9.05	9.05	9.05	9.05	9.05	9.05
Howden	9.30	9.10	9.10	9.10	9.10	9.10	9.10
Howden	9.35	9.15	9.15	9.15	9.15	9.15	9.15
Howden	9.40	9.20	9.20	9.20	9.20	9.20	9.20
Howden	9.45	9.25	9.25	9.25	9.25	9.25	9.25
Howden	9.50	9.30	9.30	9.30	9.30	9.30	9.30
Howden	9.55	9.35	9.35	9.35	9.35	9.35	9.35
Howden	10.00	9.40	9.40	9.40	9.40	9.40	9.40
Howden	10.05	9.45	9.45	9.45	9.45	9.45	9.45
Howden	10.10	9.50	9.50	9.50	9.50	9.50	9.50
Howden	10.15	9.55	9.55	9.55	9.55	9.55	9.55
Howden	10.20	10.00	10.00	10.00	10.00	10.00	10.00
Howden	10.25	10.05	10.05	10.05	10.05	10.05	10.05
Howden	10.30	10.10	10.10	10.10	10.10	10.10	10.10
Howden	10.35	10.15	10.15	10.15	10.15	10.15	10.15
Howden	10.40	10.20	10.20	10.20	10.20	10.20	10.20
Howden	10.45	10.25	10.25	10.25	10.25	10.25	10.25
Howden	10.50	10.30	10.30	10.30	10.30	10.30	10.30
Howden	10.55	10.35	10.35	10.35	10.35	10.35	10.35
Howden	11.00	10.40	10.40	10.40	10.40	10.40	10.40
Howden	11.05	10.45	10.45	10.45	10.45	10.45	10.45
Howden	11.10	10.50	10.50	10.50	10.50	10.50	10.50
Howden	11.15	10.55	10.55	10.55	10.55	10.55	10.55
Howden	11.20	11.00	11.00	11.00	11.00	11.00	11.00
Howden	11.25	11.05	11.05	11.05	11.05	11.05	11.05
Howden	11.30	11.10	11.10	11.10	11.10	11.10	11.10
Howden	11.35	11.15	11.15	11.15	11.15	11.15	11.15
Howden	11.40	11.20	11.20	11.20	11.20	11.20	11.20
Howden	11.45	11.25	11.25	11.25	11.25	11.25	11.25
Howden	11.50	11.30	11.30	11.30	11.30	11.30	11.30
Howden	11.55	11.35	11.35	11.35	11.35	11.35	11.35
Howden	12.00	11.40	11.40	11.40	11.40	11.40	11.40
Howden	12.05	11.45	11.45	11.45	11.45	11.45	11.45
Howden	12.10	11.50	11.50	11.50	11.50	11.50	11.50
Howden	12.15	11.55	11.55	11.55	11.55	11.55	11.55
Howden	12.20	12.00	12.00	12.00	12.00	12.00	12.00
Howden	12.25	12.05	12.05	12.05	12.05	12.05	12.05
Howden	12.30	12.10	12.10	12.10	12.10	12.10	12.10
Howden	12.35	12.15	12.15	12.15	12.15	12.15	12.15
Howden	12.40	12.20	12.20	12.20	12.20	12.20	12.20
Howden	12.45	12.25	12.25	12.25	12.25	12.25	12.25
Howden	12.50	12.30	12.30	12.30	12.30	12.30	12.30
Howden	12.55	12.35	12.35	12.35	12.35	12.35	12.35
Howden	13.00	12.40	12.40	12.40	12.40	12.40	12.40
Howden	13.05	12.45	12.45	12.45	12.45	12.45	12.45
Howden	13.10	12.50	12.50	12.50	12.50	12.50	12.50
Howden	13.15	12.55	12.55	12.55	12.55	12.55	12.55
Howden	13.20	13.00	13.00	13.00	13.00	13.00	13.00
Howden	13.25	13.05	13.05	13.05	13.05	13.05	13.05
Howden	13.30	13.10	13.10	13.10	13.10	13.10	13.10
Howden	13.35	13.15	13.15	13.15	13.15	13.15	13.15
Howden	13.40	13.20	13.20	13.20	13.20	13.20	13.20
Howden	13.45	13.25	13.25	13.25	13.25	13.25	13.25
Howden	13.50	13.30	13.30	13.30	13.30	13.30	13.30
Howden	13.55	13.35	13.35	13.35	13.35	13.35	13.35
Howden	14.00	13.40	13.40	13.40	13.40	13.40	13.40
Howden	14.05	13.45	13.45	13.45	13.45	13.45	13.45
Howden	14.10	13.50	13.50	13.50	13.50	13.50	13.50
Howden	14.15	13.55	13.55	13.55	13.55	13.55	13.55
Howden	14.20	14.00	14.00	14.00	14.00	14.00	14.00
Howden	14.25	14.05	14.05	14.05	14.05	14.05	14.05
Howden	14.30	14.10	14.10	14.10	14.10	14.10	14.10
Howden	14.35	14.15	14.15	14.15	14.15	14.15	14.15
Howden	14.40	14.20	14.20	14.20	14.20	14.20	14.20
Howden	14.45	14.25	14.25	14.25	14.25	14.25	14.25
Howden	14.50	14.30	14.30	14.30	14.30	14.30	14.30
Howden	14.55	14.35	14.35	14.35	14.35	14.35	14.35
Howden	15.00	14.40	14.40	14.40	14.40	14.40	14.40
Howden	15.05	14.45	14.45	14.45	14.45	14.45	14.45
Howden	15.10	14.50	14.50	14.50	14.50	14.50	14.50
Howden	15.15	14.55	14.55	14.55	14.55	14.55	14.55
Howden	15.20	15.00	15.00	15.00	15.00	15.00	15.00
Howden	15.25	15.05	15.05	15.05	15.05	15.05	15.05
Howden	15.30	15.10	15.10	15.10	15.10	15.10	15.10
Howden	15.35	15.15	15.15	15.15	15.15	15.15	15.15
Howden	15.40	15.20	15.20	15.20	15.20	15.20	15.20
Howden	15.45	15.25	15.25	15.25	15.25	15.25	15.25
Howden	15.50	15.30	15.30	15.30	15.30	15.30	15.30
Howden	15.55	15.35	15.35	15.35	15.35	15.35	15.35
Howden	16.00	15.40	15.40	15.40	15.40	15.40	15.40
Howden	16.05	15.45	15.45	15.45	15.45	15.45	15.45
Howden	16.10	15.50	15.50	15.50	15.50	15.50	15.50
Howden	16.15	15.55	15.55	15.55	15.55	15.55	15.55
Howden	16.20	16.00	16.00	16.00	16.00	16.00	16.00
Howden	16.25	16.05	16.05	16.05	16.05	16.05	16.05
Howden	16.30	16.10	16.10	16.10	16.10	16.10	16.10
Howden	16.35	16.15	16.15	16.15	16.15	16.15	16.15
Howden	16.40	16.20	16.20	16.20	16.20	16.20	16.20
Howden	16.45	16.25	16.25	16.25	16.25	16.25	16.25
Howden	16.50	16.30	16.30	16.30	16.30	16.30	16.30
Howden	16.55	16.35	16.35	16.35	16.35	16.35	16.35
Howden	17.00	16.40	16.40	16.40	16.40	16.40	16.40
Howden	17.05	16.45	16.45	16.45	16.45	16.45	16.45
Howden	17.10	16.50	16.50	16.50	16.50	16.50	16.50
Howden	17.15	16.55	16.55	16.55	16.55	16.55	16.55
Howden	17.20	17.00	17.00	17.00	17.00	17.00	17.00
Howden	17.25	17.05	17.05	17.05	17.05	17.05	17.05
Howden	17.30	17.10	17.10	17.10	17.10	17.10	17.10
Howden	17.35	17.15	17.15	17.15	17.15	17.15	17.15
Howden	17.40	17.20	17.20	17.20	17.20	17.20	17.20
Howden	17.45	17.25	17.25	17.25	17.25	17.25	17.25
Howden	17.50	17.30	17.30	17.30	17.30	17.30	17.30
Howden	17.55	17.35	17.35	17.35	17.35	17.35	17.35
Howden	18.00	17.40	17.40	17.40	17.40	17.40	17.40
Howden	18.05	17.45	17.45	17.45	17.45	17.45	17.45
Howden	18.10	17.50	17.50	17.50	17.50	17.50	17.50
Howden	18.15	17.55	17.55	17.55	17.55	17.55	17.55
Howden	18.20	18.00	18.00	18.00	18.00		

Unstationary Stations—*Letter*

VICTOR ISAACS

In the April edition of the *Times* (page 17, left hand column), Albert Isaacs raised the interesting point of railways relocating passenger stations away from city centres. There are a number of examples of these where the relocation is to the railways' operating advantage, and to the passengers' disadvantage.

Albert mentioned Australasian examples of Adelaide, Auckland and Christchurch. Perhaps the Adelaide and Christchurch examples, although to be deplored, are not too disastrous because they only affected a relatively small number of long-distance travellers. The Auckland example is one of the worst (below). The relocation in 1930 of the Auckland station from its – admittedly very cramped – prize location in Queen St, Auckland's main street, crippled the Auckland suburban railway system. Yes, railway efficiency was greatly improved. But now relatively few passengers used the trains. The relocated Auckland station was about a couple of kilometres

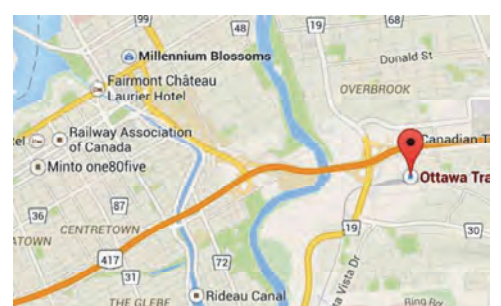
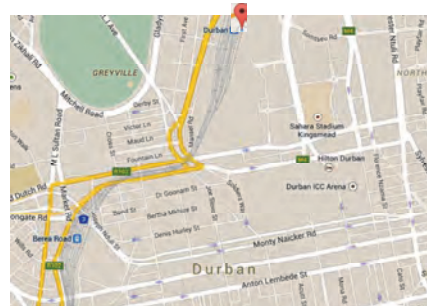
from the city centre. To complete their journey, most passengers had to change to trams, later buses, to get to their city destinations. So, of course, they used trams/buses for their entire journeys. Until recently Auckland had the worst suburban train services of any major Australasian city. A city centre station was rebuilt for Auckland in 2003. Ironically this is in the exact same spot of the station closed in 1930, but the rebuilding was at huge expense. Since trains returned to the city centre, there has been an enormous increase in patronage – indeed a ten-fold increase! (See April *Table Talk*, page 6).

An almost exact parallel occurred in Durban, South Africa, where the cramped city centre station was relocated to a location outside the central area in 1980 (below). The result there has also been railway operating convenience, but now few passengers use the station.

Returning to Australia, Queensland Rail

has specialised in moving its long-distance passengers out of town in a lot of places. In recent years this type of station has been built in Townsville (2003), Mackay (1983), Maryborough (1988) and Gympie (1988). In Western Australia in 1985, the railways rebuilt Bunbury station well out of town. Having done that, there is now a need for a connecting bus service to/from the city centre for train passengers. Where does this bus start/terminate? At the tourist information centre. What building is the tourist information centre in? Well, it is in the former railway station!

An even worse example comes from the other side of the world. The example of Ottawa, Canada is egregiously bad (below). This is Canada's fourth biggest city, as well as its capital. The station used to be magically situated right in the city centre and almost next to Parliament. In 1966 it was relocated way out in the suburbs, necessitating an inconvenient bus ride to get to it.



TRAFFIC CONTROL

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ONE of the main factors which contribute to the efficiency of rail traffic control is the establishment of rapid contact between the controller and his many control points.

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For further information on all Railway Communication and Control Systems contact the Telephone and Telegraphs Department,

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Telephone MX 0444



Do you want to go to Mosman?

JAMES T WELLS

If you live on Melbourne's Lygon St. in Brunswick you most likely would be well aware that there are two tram (streetcar, trolley) services on the street – the No 1 and the No 8.

There has been a huge improvement in the availability of web based information particularly for travellers with immediate needs but Yarra Tram's orientation of downloadable booklets is still route based – one route, one booklet. So Lygon St. travellers have to have two booklets – one for No 1 East Coburg to South Melbourne Beach and the other for No 8 Moreland to Toorak.

The northern junction of the two routes is within 2 km of their final termini. A strong case can be made for having a combined booklet; indeed one could suggest that it should cover the northern part of these routes only (say Domain for No 8) as there would be very few passengers from the south of the CBD travelling to the north of the university.

Smart travellers from the Domain going to Lygon St. are well aware that the best strategy is to catch the first tram that comes along and transfer after the junction point for the No 1 route (Arts Centre).

This issue of timetable presentation via booklets came to my attention with a need for information about bus services in the Mosman area of Sydney.

I knew that the timetable I needed was in the 240 series but in browsing the new format booklet on line I couldn't see any services in that series, they were all in the high 220's and 230.

Then the penny dropped. Browse a bit further and the 240's were there. The booklet has two quite distinct timetables, one for the 227-230 routes, the other for the 240's.

Silly me, wasn't this obvious from the booklet cover? – see p15. Maybe, but the title would be much better expressed as:

- ◆ Mosman to City
- ◆ Mosman to Milsons Point.

In addition the blue box listing of the routes could be in two distinct parts.

Frankly, the timetables concerned should be in two booklets, not one 88 page monster. The 23/11/13 edition had 34 pages and the cover did make it clear that there were two groups of services.

The booklet has a useful description of the routes on the back cover. The words

“Service operates” are probably redundant. Sydney Buses used to have an expression “Full Time” meaning that the service runs from around 5 am to midnight seven days. Current terminology can be misleading. For example route 229 is shown as Monday to Friday but it doesn't run at night. Route 243 runs daily but again not at night, at least not late at night.

In the 23/11/13 version of this timetable the 243 was much better described as: “Daily daytime service between Spit Junction, North Cremorne, Neutral Bay and City-Wynyard”.

One possibility would be to combine the presentation. The format allows 15 lines of table (rows) but this could probably be tweaked to 16. This would have the advantage of showing most services between Mosman Junction and Spit Junction (Neutral Bay) in the one place (the Lygon St. issue). I say most because route 257 Balmoral Beach to Chatswood (half hourly) also uses this corridor and is not covered by this booklet; nor should it be.

West of Spit Junction along Military Road is one of the busiest suburban bus roads in Australia. Just for local services the routes covered by our booklet are joined by the 143/144 Manly to Chatswood, the 257, M30 and some other services that come across the Spit from the Manly area.

For a combined timetable here's a list of possible timing points:

- ◆ Beauty Point
- ◆ Balmoral Heights
- ◆ Balmoral The Esplanade
- ◆ Chowder Bay
- ◆ Taronga Zoo Top Gate
- ◆ Mosman Wharf
- ◆ Mosman Junction
- ◆ Spit Junction
- ◆ Neutral Bay (Gerard St.)
- ◆ Cremorne Junction
- ◆ Neutral Bay Junction
- ◆ North Sydney
- ◆ Milsons Point
- ◆ Wynyard
- ◆ QVB

Good news: - only 15 in the list. But we have left out some terminating points for odd ball peak hour only services such as 248 Seaforth Battle Boulevard which only has four inbound services, one of which is at the improbable time of 05:02 am. These can either be left out or handled by footnote (see below).

Several interesting snippets for you: Route 227 does not operate on Saturdays, this service supplements the 230 Mosman

Wharf to Milsons Point on other days. It is shown as starting from Mosman Junction which is not served by the 230. Really? If Mosman Junction is the junction of Military Rd. with Raglan St. then the 230 misses it by about 100m.

The Neutral Bay Gerard St. stop is used only by the 243 Spit Junction via North Cremorne service. Footnotes would be needed for this service at Spit Junction as the terminus is in Brady St. which is some distance from the other Spit Junction stops.

Most intriguing is the 229 (ex Milsons Pt) and 249 (ex Wynyard) services to Beauty Point. Look closely at the map and you'll see tiny arrow heads to signify that the 229 runs one way after Spit Junction clockwise around a loop back to Spit Rd. and then dives down (yes, it's quite steep) Stanton Rd. to do another clockwise loop around Balmoral Heights. This one way operation should be stated in the “Description of Routes” section. The 249 does a standard two way service along the same route from Spit Rd. as far as the Beauty Point terminus. This reinforces the case for one timetable.

The basic layout of the timetable is good. The booklet now incorporates the map which can still be downloaded separately. This is now quite diagrammatic whereas the previous one was an overlay on a street directory. Much detail has been lost.

It's a great pity that the footnotes are not shown on each page as relevant to the page. Indeed they are 'endnotes' and in this booklet there's a full page of them.

The list would be much simplified if it were possible to have more than one code reference against a timing. For example if 'ps' were possible there would be no need for 'q' decoded as 'PrePay only, no tickets sold on board. Operates school days only'.

Most of the references are to early starts, e.g. 'b – Starts in Punch St... 2 minutes earlier'.

Here's another matter that might cause annoyance. The NSW Transport Sydney Buses web site:

<http://www.sydneybuses.info/routes/timetables-route-maps>

does not cover private buses. In this day of uniformly coloured buses and the Opal Card the distinction between STA (Government) and Private buses is being much less significant for the ordinary passenger.

Mosman to City & Milsons Point

Bus Timetable

227	228	229	230	243	244
245	246	247	248	249	



Includes accessible services
Effective from 29 January 2014



Description of routes in this timetable

Route 227 **Mosman Junction to Milsons Point**
Service operates Sunday to Friday and Public Holidays.

Route 228 **Clifton Gardens to Milsons Point**
Service operates Monday to Friday peak hours.

Route 229 **Beauty Point to Milsons Point**
via Balmoral Heights.
Service operates Monday to Friday.

Route 230 **Mosman Wharf to Milsons Point**
via North Sydney.
Service operates daily.

Route 243 **Spit Junction to City - Wynyard**
via North Cremorne and Neutral Bay.
Service operates daily.

Route 244 **Chowder Bay to City - QVB**
via Mosman Junction.
Service operates daily.

Route 245 **Balmoral to City - Wynyard**
via Mosman Junction.
Service operates daily.

Route 246 **Balmoral Heights to City - Wynyard**
via Spit Junction.
Service operates Monday to Friday.

Route 247 **Taronga Zoo to City - QVB**
via Mosman Junction.
Service operates daily.

Route 248 **Seaforth to City - Wynyard**
via The Spit and Spit Junction.
Service operates Monday to Friday peak hours.

Route 249 **Beauty Point to City - Wynyard**
via Spit Junction.
Service operates Monday to Friday.

Metrobus m30 (PrePay-only) provides a high frequency service
along Military Road between Mosman and the City via Neutral Bay.

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STA No: 237644 - v5.0
Routes 227, 228, 229, 230,
243, 244, 245, 246, 247, 248, 249



